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(S) NATIONAL RECONNAISSANCE OFFICE
WASHINGTON, D.C.

OFFICE OF THE DIRECTOR

8 March 1974

MEMORANDUM FOR MR. SINGEL/GENERAL KULPA

SUBJECT: Summary of Aircraft Discussion with Secretary Plummer

In order to proceed with the resolution of the role of the NRO in denied area overflight, Mr. Plummer would like a set of pro's and con's relative to the question. While he does not desire any detailed compilation of procedures at this time, a "bare bones" procedural approach might be useful as a discussion tool in evaluating options. In his discussions with Mr. Singel he mentioned several positive aspects of the NRO control over overflights. These were:

1. Simply bringing the problem up for discussion would focus attention on the question and therefore, might encourage a cleanup of the lines of command for denied area overflight.

3. The NRO's quick reaction capability and streamlined management procedures could be used to speed work on developmental systems to either be tested or used by aircraft, e.g., sensors, photo technology, etc. In these areas the NRO possesses a greater wealth of knowledge than any other organization.

4. NRO authority over denied area overflights would force a thoughtful consideration of [REDACTED] insure that they were complimentary in nature.

5. Related to the above, as we transition to the [REDACTED] system, the NRO could coordinate [REDACTED] In the advent of [REDACTED]

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[REDACTED] by the NRO would be
beneficial.

[REDACTED]
Lt. Colonel, USAF
Executive Assistant

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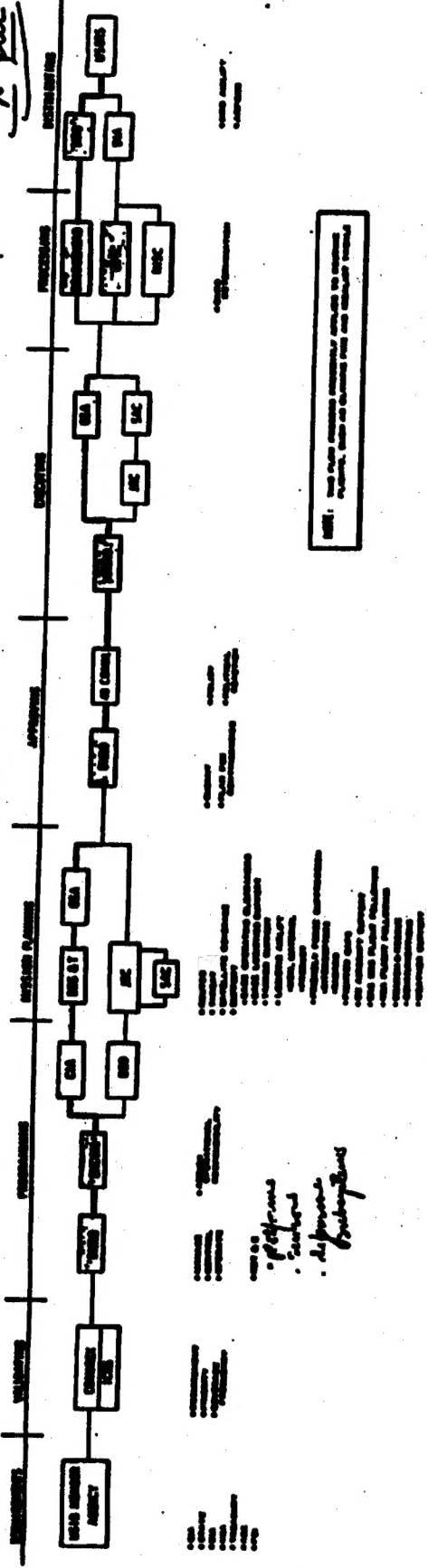
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AIRCRAFT OVERFLIGHT RECOMMAISSANCE
1965 AGREEMENT

11/2/74 4/3/74



NOTE: This chart is intended to provide a general overview of the organizational structure of the USAF AIRCRAFT RECONNAISSANCE DIVISION. It is not intended to provide a detailed description of the functions of each unit or the specific personnel assigned to each unit.

AIRCRAFT OVERFLIGHT RECOMMAISSANCE
PRESENT SITUATION

